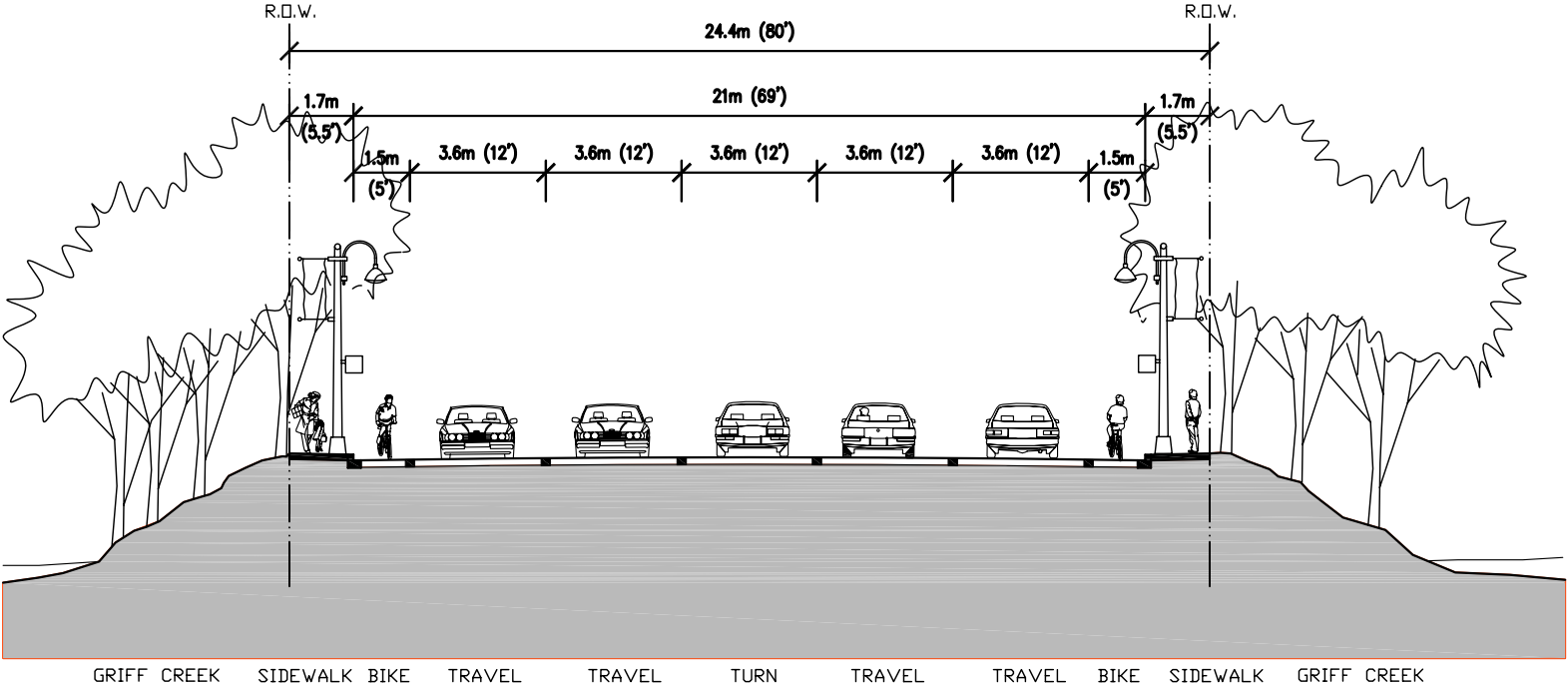


ALTERNATIVE 2 - ROADWAY CROSS SECTION:

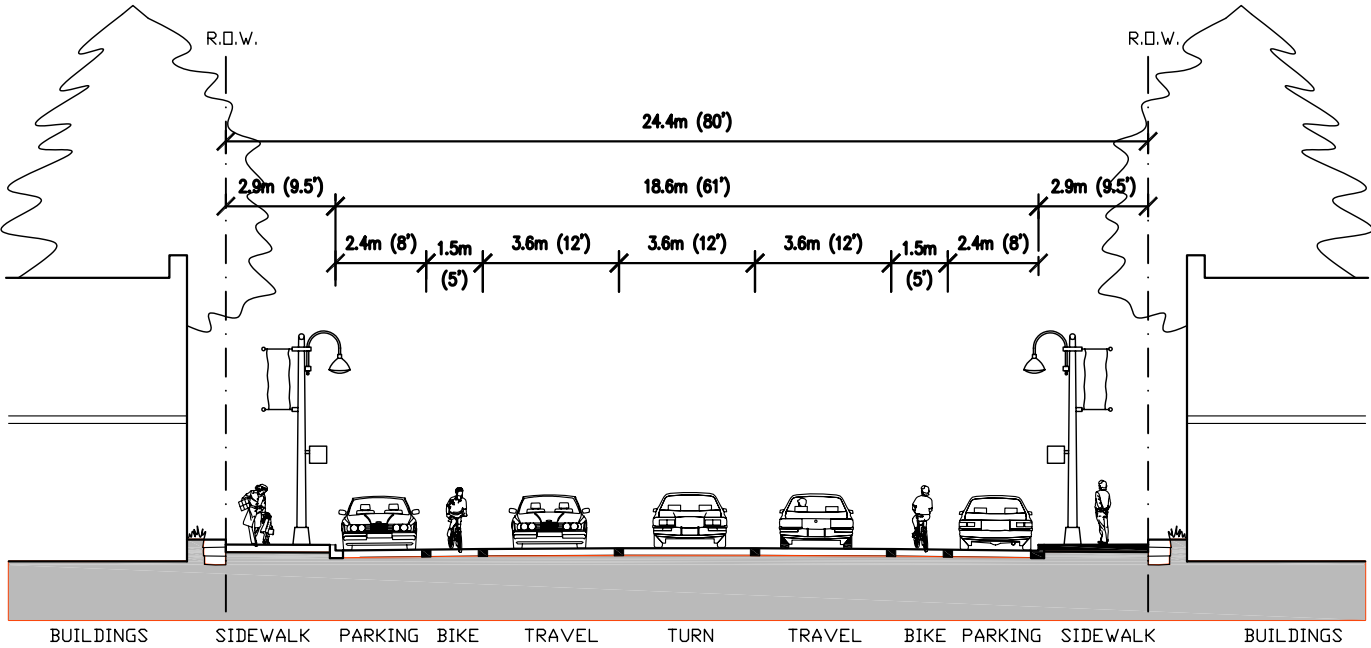
- 1 - 3.6 m (12') TRAFFIC LANE EACH DIRECTION
  - 1 - 3.6 m (12') DUAL CENTER TURN LANE
  - 1- 1.5 m (5±) BIKE LANE EACH DIRECTION
  - 1- 2.4 m (8±) PARKING LANE EACH DIRECTION
  - 1 - 2.9 m (9±) SIDEWALK/PLANTING AREA EACH DIRECTION
- (SEE SHEET 7 FOR TYPICAL X-SECTION - ALTERNATIVE 2)

THE COUNTY OF PLACER OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.



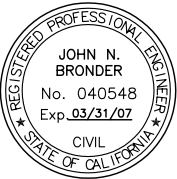
A 3-LANE ALTERNATIVE 2 - 267 TO SECLINE

1:100 <22"X34" PLAN SHEETS>  
1:200 <11"X17" PLAN SHEETS>



B 3-LANE ALTERNATIVE 2 - SECLINE TO CHIPMUNK

1:100 <22"X34" PLAN SHEETS>  
1:200 <11"X17" PLAN SHEETS>



PLAN SCALE: 1:500  
PROFILE SCALE:  
HORIZ: 1:500  
VERT: 1:50

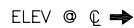
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JNB  
MAB  
JNB  
3/1/06  
DESIGNED: \_\_\_\_\_  
DRAWN: \_\_\_\_\_  
CHECKED: \_\_\_\_\_  
RECORD: \_\_\_\_\_  
DRAWING: \_\_\_\_\_  
CONTRACT NO.: \_\_\_\_\_  
73108

DEPARTMENT OF PUBLIC WORKS  
COUNTY OF PLACER  
KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT  
FEASIBILITY STUDY - ALTERNATIVE 2 - PLAN, PROFILE & STRIPING LAYOUT

SHEET NO.  
7  
OF  
20

2 - 3.3 m (11') TRAFFIC LANES EACH DIRECTION  
1 - 1.5 m (5') BIKE LANE EACH DIRECTION  
1 - 2.4 m (8') PARKING LANE EACH DIRECTION  
1 - 1.7 m (5') SIDEWALKS EACH DIRECTION  
(SEE SHEET 13 FOR TYPICAL X-SECTION - ALTERNATIVE 3)

THE COUNTY OF PLACER OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.



STA. @ C  $\Rightarrow$  147+00

148+00

149+00

150+00

REGISTERED PROFESSIONAL ENGINEER  
JOHN N. BRONDER  
No. 040548  
Exp. 03/31/07  
CIVIL  
STATE OF CALIFORNIA

COUNTY OF PLACER

SHEET NO.  
8  
OF  
20

DEPARTMENT OF PUBLIC WORKS  
IMPROVEMENT PROJECT  
PROFILE & STRIPING LAYOUT

ENTITY OF PLACER	DEPARTMENT OF PUBLIC WORKS
<b>KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT</b> <b>FEASIBILITY STUDY - ALTERNATIVE 3 - PLAN, PROFILE &amp; STRIPING LAYOUT</b>	

CONTRACT NO. 73108

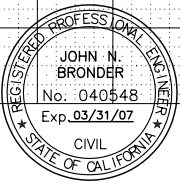
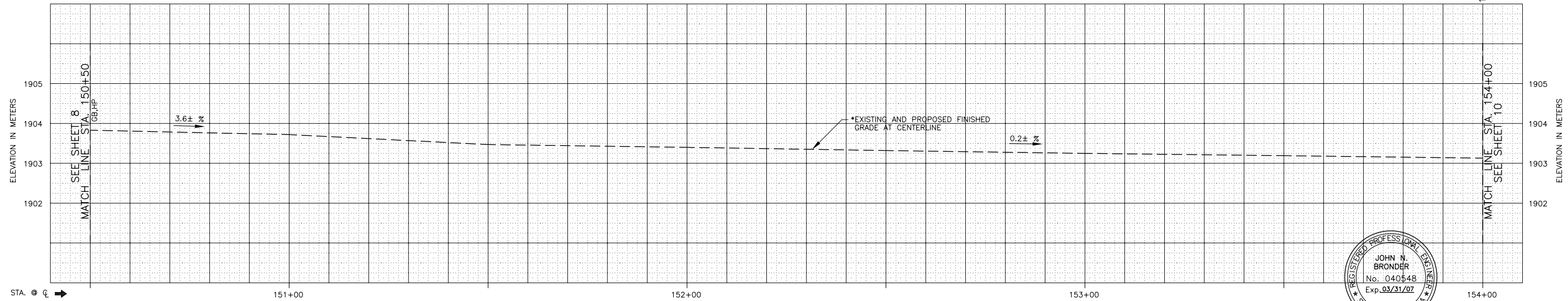
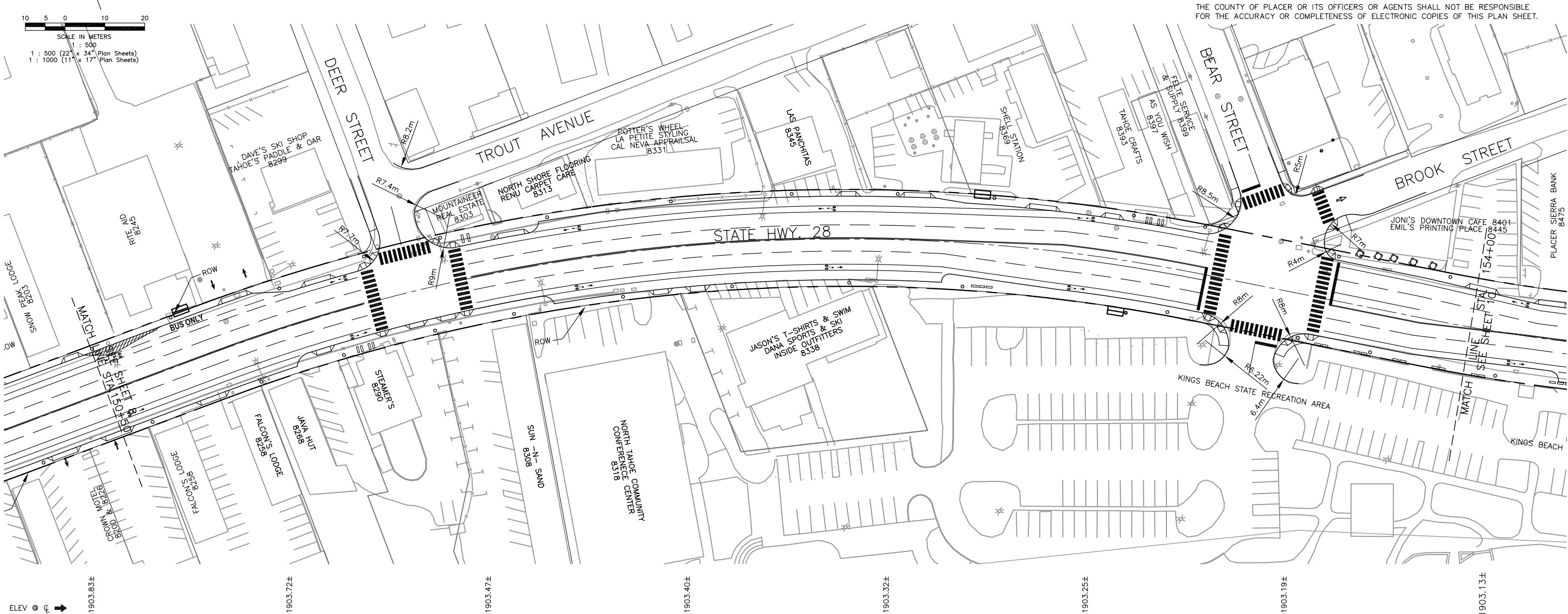
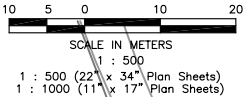
DESIGNED:	JNB
DRAWN:	MAB
CHECKED:	JNB
RECORD DRAWING:	

DATE: 3/1/06

PLAN SCALE: 1:500  
PROFILE SCALE:  
HORIZ: 1:500  
VERT: 1:50

ALTERNATIVE 3 - ROADWAY CROSS SECTION:

- 2 - 3.3 m (11') TRAFFIC LANES EACH DIRECTION
  - 1- 1.5 m (5±) BIKE LANE EACH DIRECTION
  - 1- 2.4 m (8±) PARKING LANE EACH DIRECTION
  - 1 - 1.7 m (5±) SIDEWALKS EACH DIRECTION
- (SEE SHEET 13 FOR TYPICAL X-SECTION - ALTERNATIVE 3)



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PLAN SCALE: 1:500  
PROFILE SCALE:  
HORIZ: 1:500  
VERT: 1:50

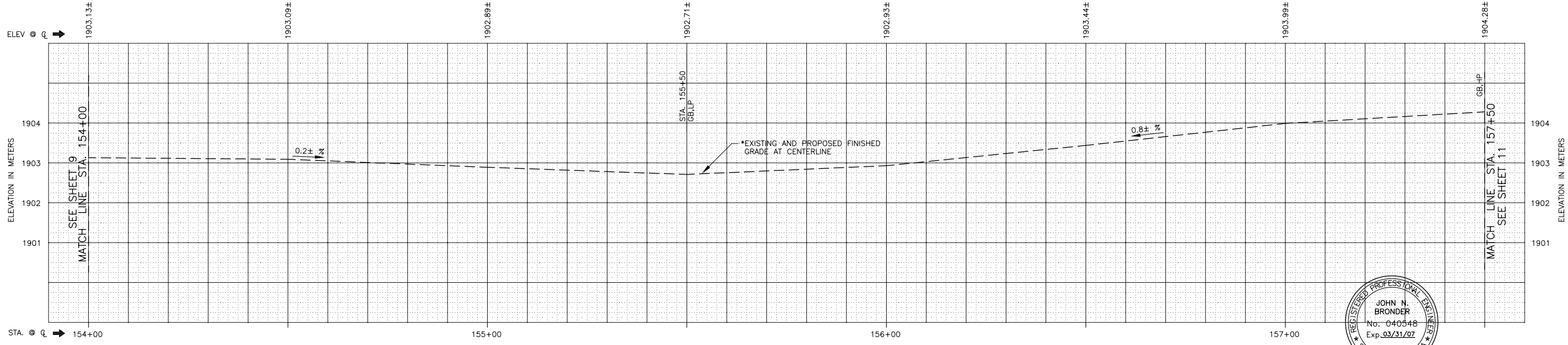
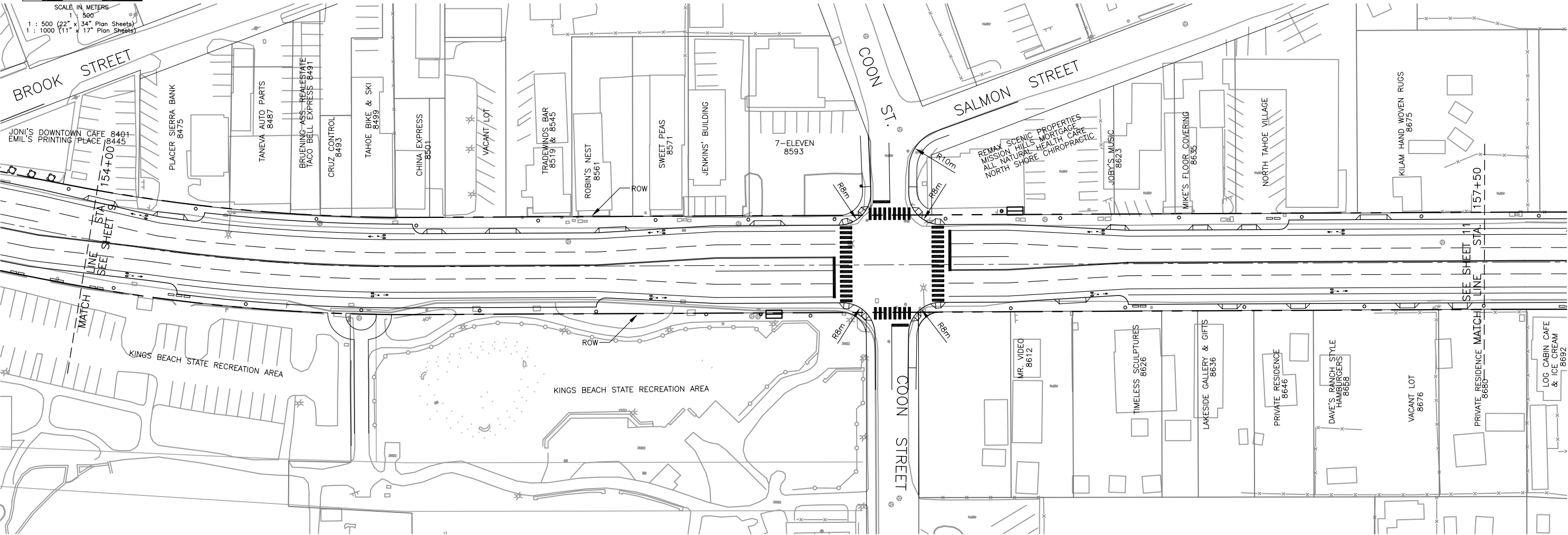
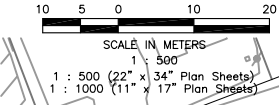
DATE: JNB MAB 3/1/06  
DESIGNED: JNB  
DRAWN: MAB  
CHECKED: JNB  
RECORD DRAWING:  
CONTRACT NO. 73108

COUNTY OF PLACER  
DEPARTMENT OF PUBLIC WORKS  
KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT  
FEASIBILITY STUDY - ALTERNATIVE 3 - PLAN, PROFILE & STRIPING LAYOUT

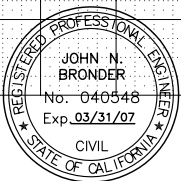
SHEET NO. 9 OF 20

ALTERNATIVE 3 - ROADWAY CROSS SECTION:

- 2 - 3.3 m (11') TRAFFIC LANES EACH DIRECTION
  - 1 - 1.5 m (5') BIKE LANE EACH DIRECTION
  - 1 - 2.4 m (8') PARKING LANE EACH DIRECTION
  - 1 - 1.7 m (5') SIDEWALKS EACH DIRECTION
- (SEE SHEET 13 FOR TYPICAL X-SECTION - ALTERNATIVE 3)



THE COUNTY OF PLACER OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.



PLAN SCALE: 1:500  
PROFILE SCALE:  
HORIZ: 1:500  
VERT: 1:50

DATE: JNB MAB 3/1/06  
DESIGNED: JNB  
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CHECKED: JNB  
RECORD: JNB

CONTRACT NO. 73108

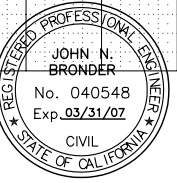
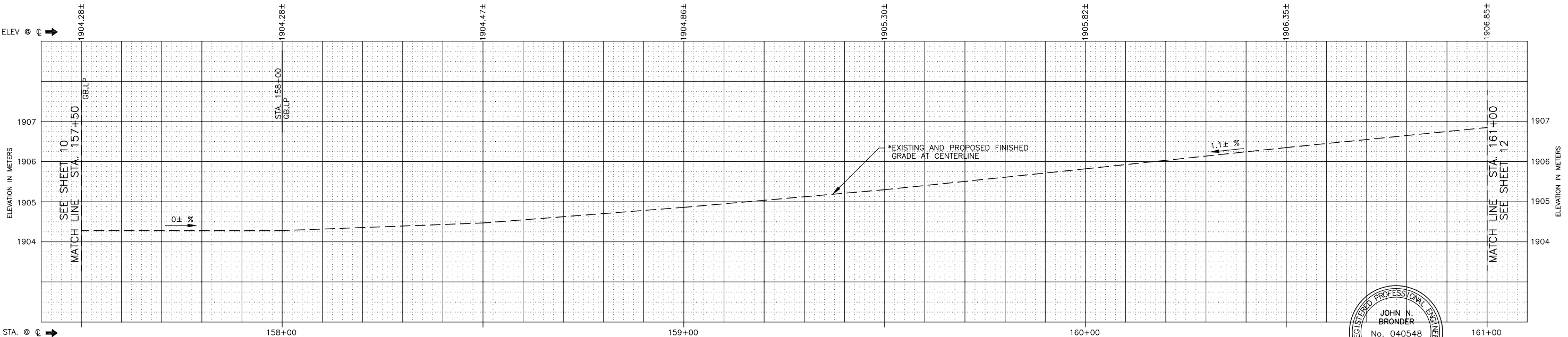
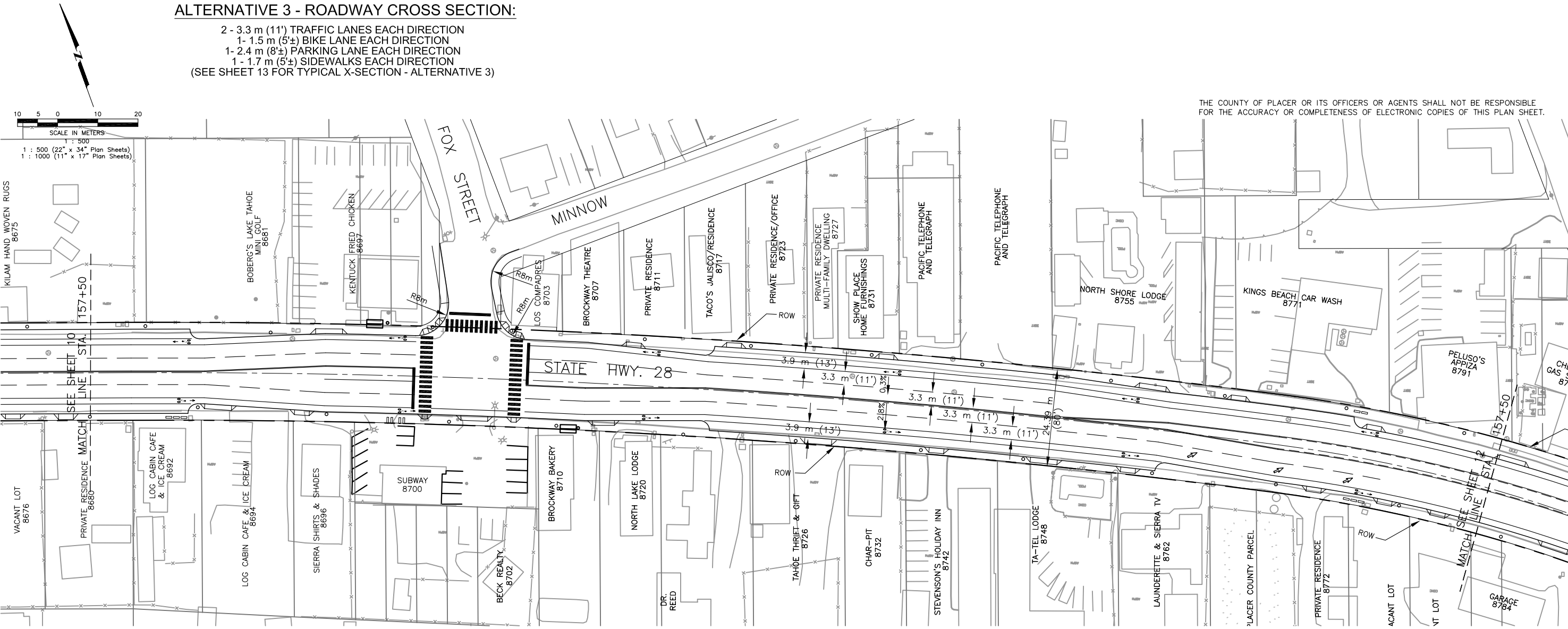
COUNTY OF PLACER  
DEPARTMENT OF PUBLIC WORKS

KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT  
FEASIBILITY STUDY - ALTERNATIVE 3 - PLAN, PROFILE & STRIPING LAYOUT

SHEET NO. 10 OF 20

ALTERNATIVE 3 - ROADWAY CROSS SECTION:

- 2 - 3.3 m (11') TRAFFIC LANES EACH DIRECTION
  - 1 - 1.5 m (5') BIKE LANE EACH DIRECTION
  - 1 - 2.4 m (8') PARKING LANE EACH DIRECTION
  - 1 - 1.7 m (5') SIDEWALKS EACH DIRECTION
- (SEE SHEET 13 FOR TYPICAL X-SECTION - ALTERNATIVE 3)



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PLAN SCALE: 1:500  
PROFILE SCALE: 1:500  
HORIZ: 1:500  
VERT: 1:50

DATE: JNB  
DESIGNED: JNB  
DRAWN: MAB  
CHECKED: JNB  
RECORD: JNB  
CONTRACT NO. 73108

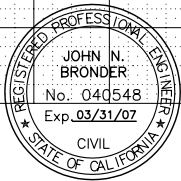
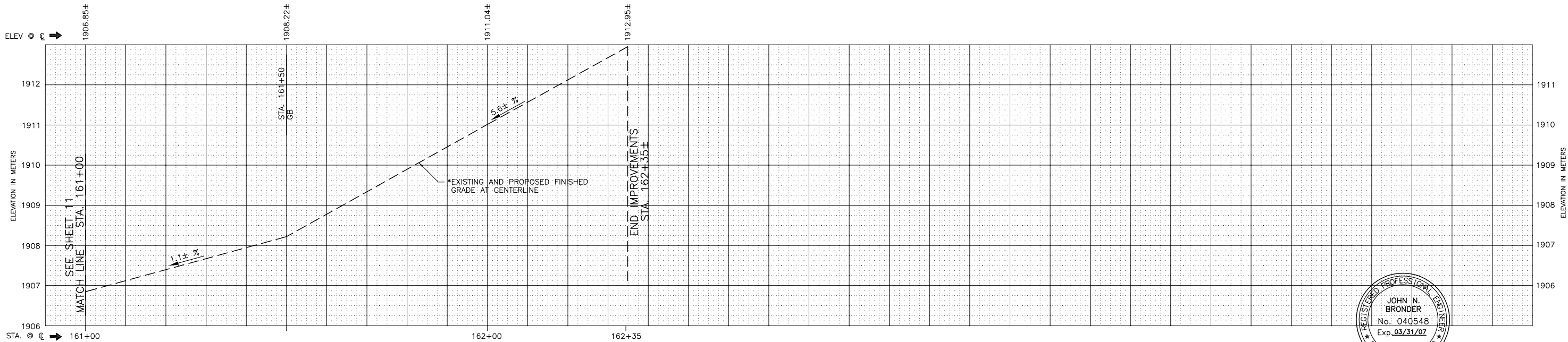
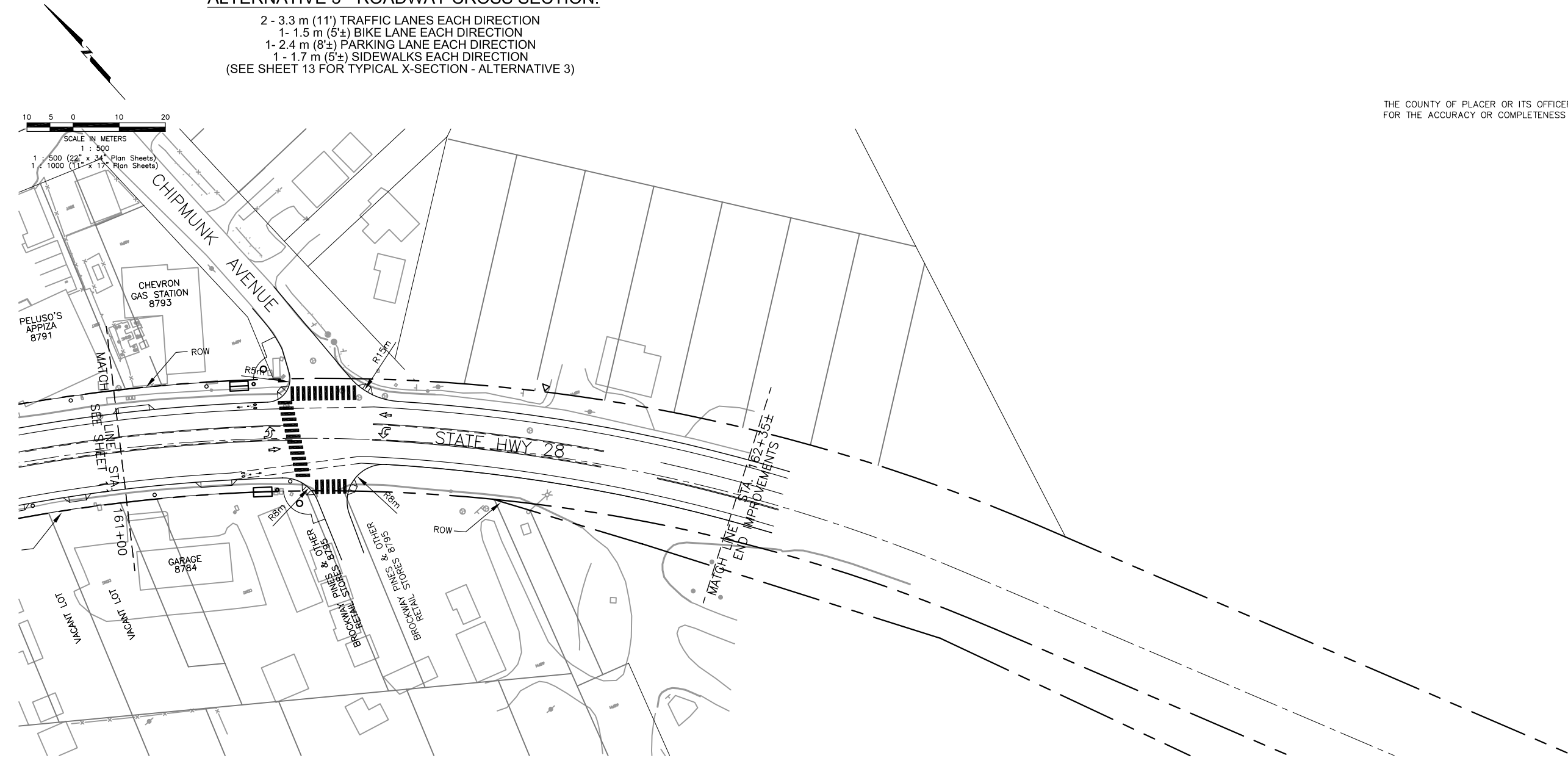
DEPARTMENT OF PUBLIC WORKS  
COUNTY OF PLACER  
KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT  
FEASIBILITY STUDY - ALTERNATIVE 3 - PLAN, PROFILE & STRIPING LAYOUT

SHEET NO. 11 OF 20

ALTERNATIVE 3 - ROADWAY CROSS SECTION:

- 2 - 3.3 m (11') TRAFFIC LANES EACH DIRECTION
  - 1 - 1.5 m (5'±) BIKE LANE EACH DIRECTION
  - 1 - 2.4 m (8'±) PARKING LANE EACH DIRECTION
  - 1 - 1.7 m (5'±) SIDEWALKS EACH DIRECTION
- (SEE SHEET 13 FOR TYPICAL X-SECTION - ALTERNATIVE 3)

THE COUNTY OF PLACER OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.



PLAN SCALE: 1:500  
PROFILE SCALE:  
HORIZ: 1:500  
VERT: 1:50

DESIGNED: JNB  
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RECORD: JNB  
DRAWING:  
DATE: 3/1/06  
CONTRACT NO. 73108

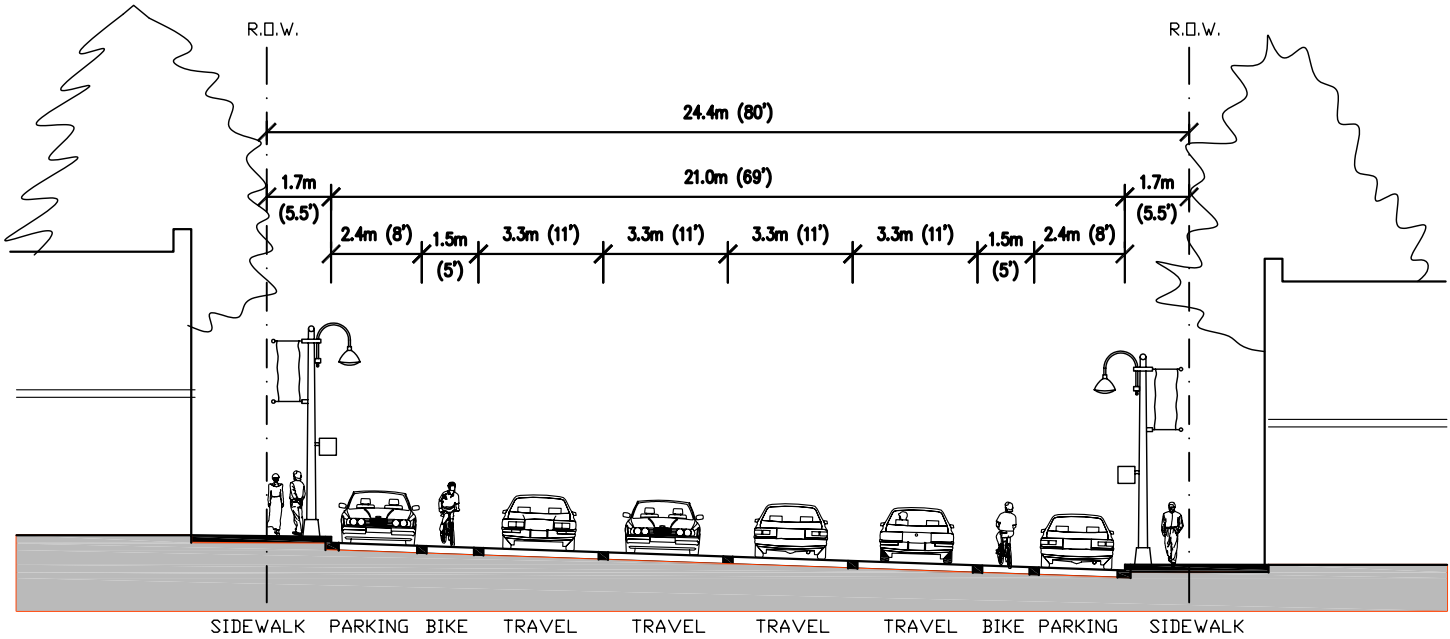
COUNTY OF PLACER  
DEPARTMENT OF PUBLIC WORKS  
KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT  
FEASIBILITY STUDY - ALTERNATIVE 3 - PLAN, PROFILE & STRIPING LAYOUT

SHEET NO. 12 OF 20

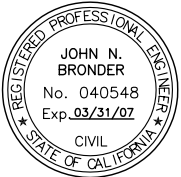
ALTERNATIVE 3 - ROADWAY CROSS SECTION:

- 2 - 3.3 m (11') TRAFFIC LANES EACH DIRECTION
  - 1- 1.5 m (5±) BIKE LANE EACH DIRECTION
  - 1- 2.4 m (8±) PARKING LANE EACH DIRECTION
  - 1 - 1.7 m (5±) SIDEWALKS EACH DIRECTION
- (SEE SHEET 13 FOR TYPICAL X-SECTION - ALTERNATIVE 3)

THE COUNTY OF PLACER OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.



**A** 4-LANE ALTERNATIVE 3 - 267 TO CHIPMUNK  
1:100 (22"X34" PLAN SHEETS)  
1:200 (11"X17" PLAN SHEETS)



PLAN SCALE: 1:500	PROFILE SCALE:
	HORIZ: 1:500
	VERT: 1:50

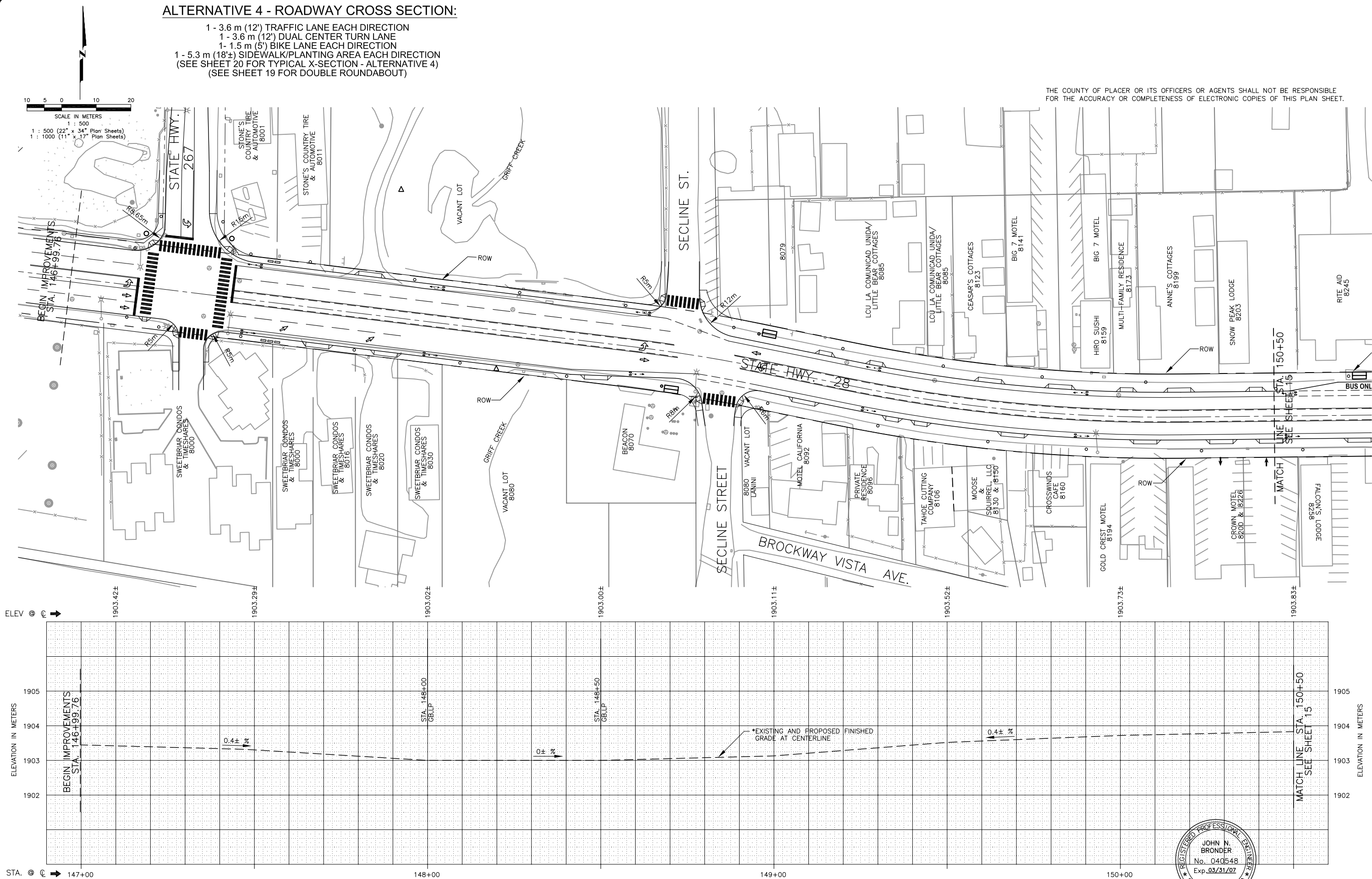
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DRAWN: MAB	
CHECKED: JNB	3/1/06
RECORD: JNB	
DRAWING:	

CONTRACT NO. 73108

COUNTY OF PLACER  
DEPARTMENT OF PUBLIC WORKS  
KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT  
FEASIBILITY STUDY - ALTERNATIVE 3 - PLAN, PROFILE & STRIPING LAYOUT

1 - 3.6 m (12') TRAFFIC LANE EACH DIRECTION  
1 - 3.6 m (12') DUAL CENTER TURN LANE  
1 - 1.5 m (5') BIKE LANE EACH DIRECTION  
1 - 5.3 m (18'±) SIDEWALK/PLANTING AREA EACH DIRECTION  
(SEE SHEET 20 FOR TYPICAL X-SECTION - ALTERNATIVE 4)  
(SEE SHEET 19 FOR DOUBLE ROUNDABOUT)

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COUNTY OF PLACER      DEPARTMENT OF PUBLIC WORKS  
**KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT**  
**FEASIBILITY STUDY - ALTERNATIVE 4 - PLAN, PROFILE & STRIPING LAYOUT**

SHEET NO  
14  
OF  
20

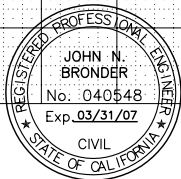
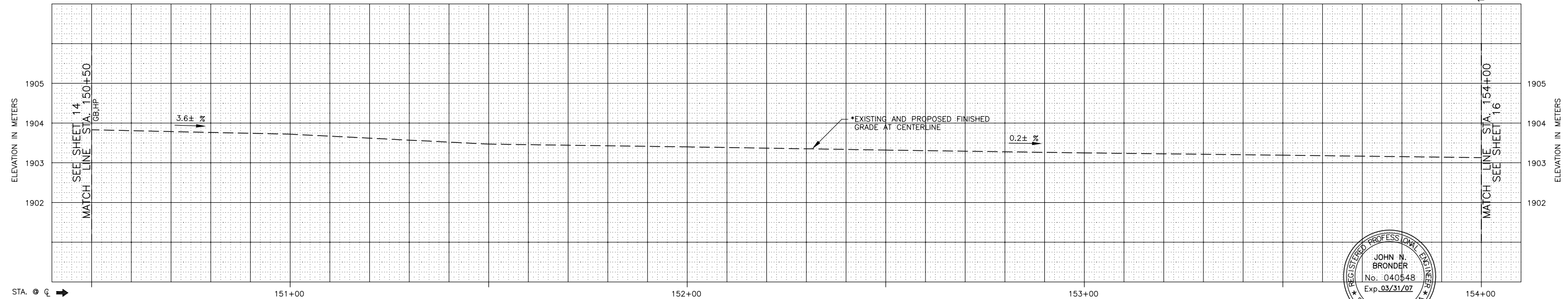
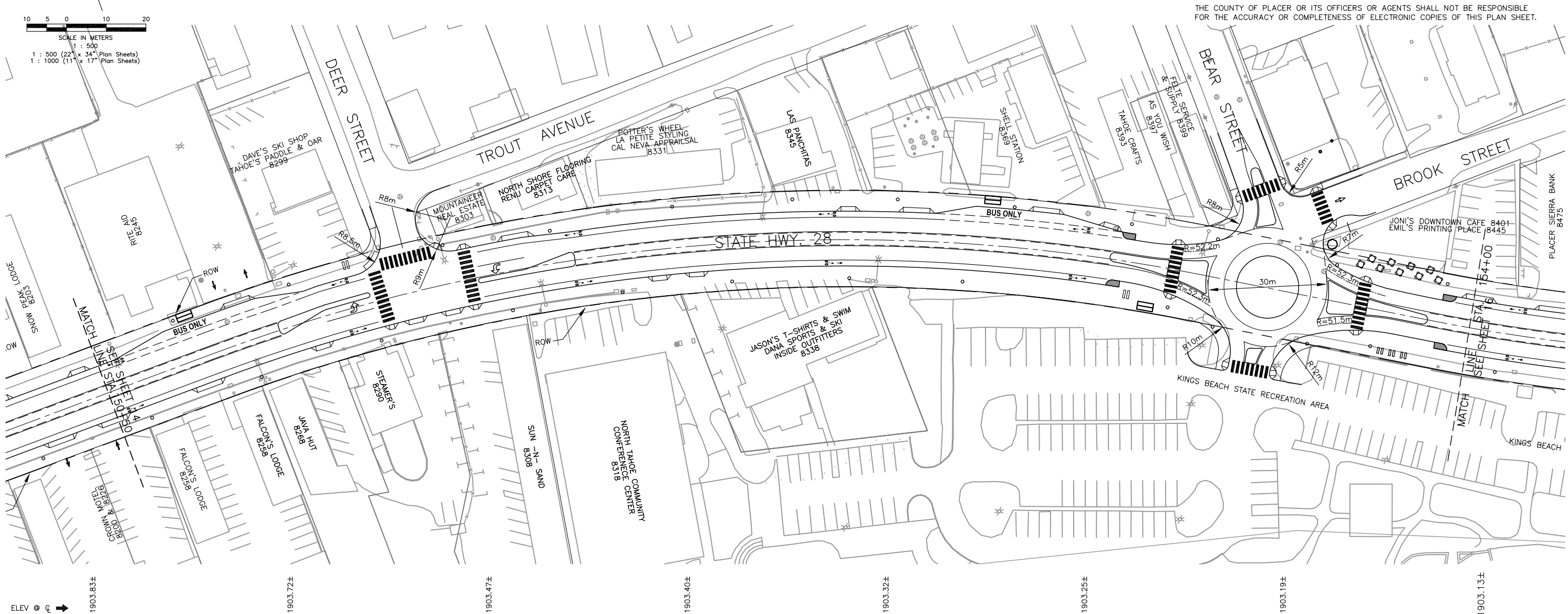
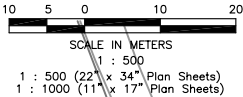
PLAN SCALE: 1:500  
PROFILE SCALE:  
HORIZ: 1:500  
VERT: 1:50

CONTRACT NO.	DESIGNED:	JNB	DATE:
	DRAWN:	MAB	
	CHECKED:	JNB	3/1/06
	RECORD:		

DEPARTMENT OF PUBLIC WORKS

ALTERNATIVE 4 - ROADWAY CROSS SECTION:

- 1 - 3.6 m (12') TRAFFIC LANE EACH DIRECTION
  - 1 - 3.6 m (12') DUAL CENTER TURN LANE
  - 1 - 1.5 m (5') BIKE LANE EACH DIRECTION
  - 1 - 5.3 m (18±) SIDEWALK/PLANTING AREA EACH DIRECTION
- (SEE SHEET 20 FOR TYPICAL X-SECTION - ALTERNATIVE 4)



THE COUNTY OF PLACER OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

PLAN SCALE: 1:500  
PROFILE SCALE:  
HORIZ: 1:500  
VERT: 1:50

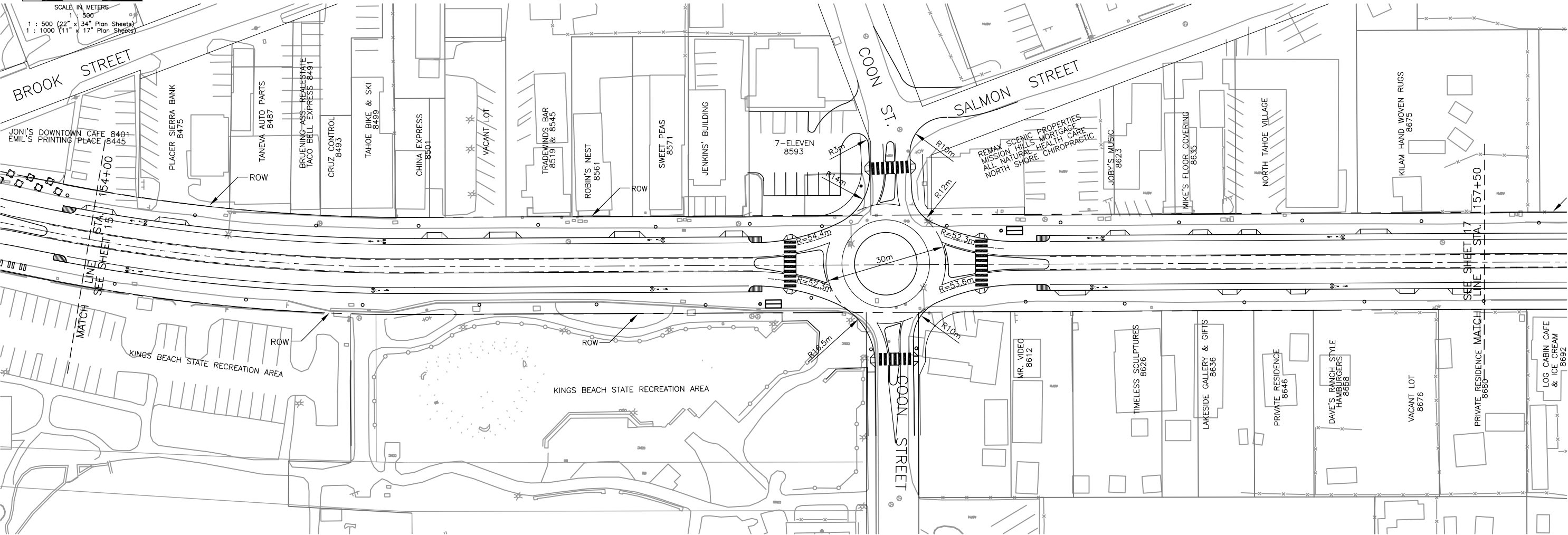
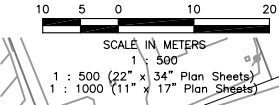
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CONTRACT NO. 73108

DEPARTMENT OF PUBLIC WORKS  
COUNTY OF PLACER  
KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT  
FEASIBILITY STUDY - ALTERNATIVE 4 - PLAN, PROFILE & STRIPING LAYOUT

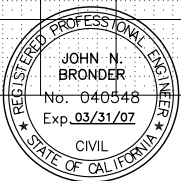
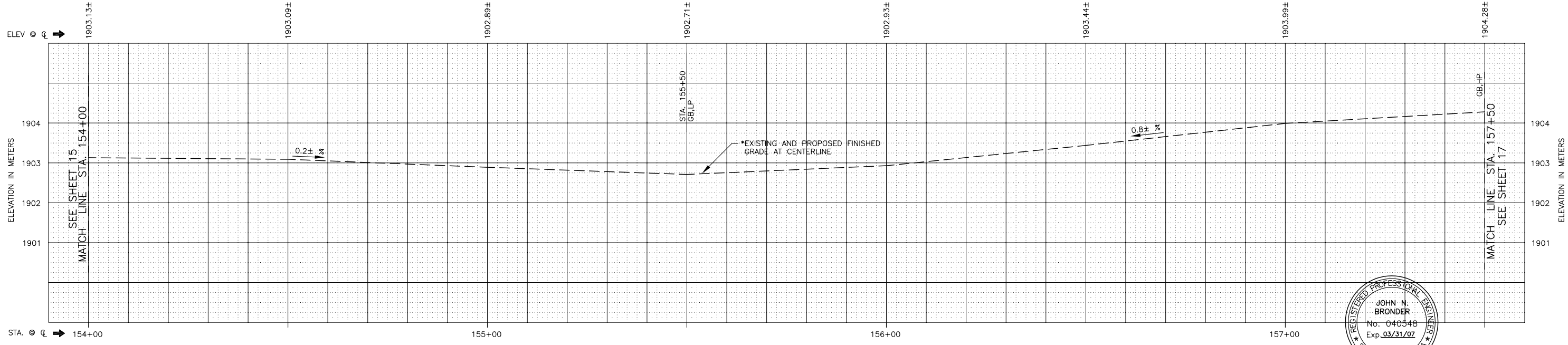
SHEET NO. 15 OF 20

ALTERNATIVE 4 - ROADWAY CROSS SECTION:

- 1 - 3.6 m (12') TRAFFIC LANE EACH DIRECTION
  - 1 - 3.6 m (12') DUAL CENTER TURN LANE
  - 1 - 1.5 m (5') BIKE LANE EACH DIRECTION
  - 1 - 5.3 m (18±) SIDEWALK/PLANTING AREA EACH DIRECTION
- (SEE SHEET 20 FOR TYPICAL X-SECTION - ALTERNATIVE 4)



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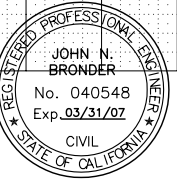
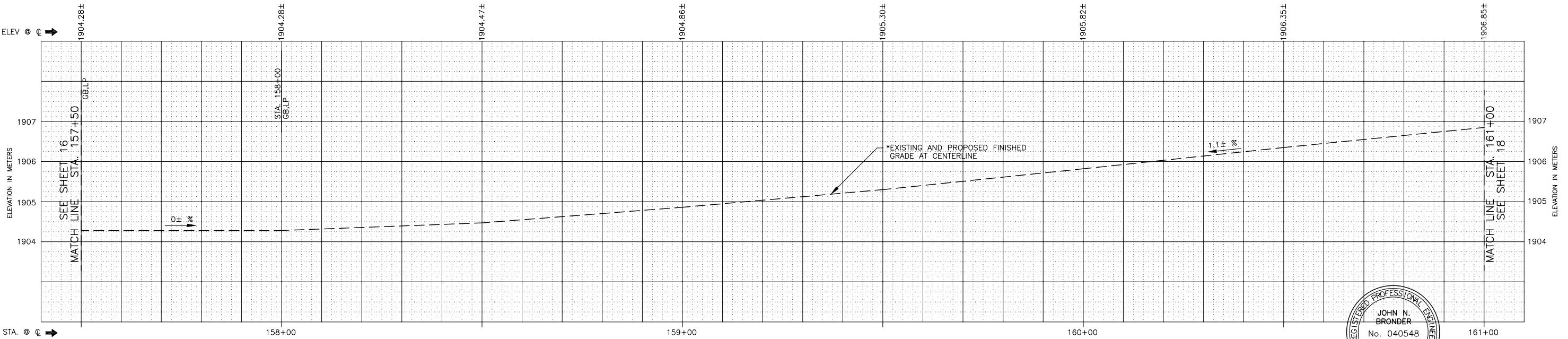
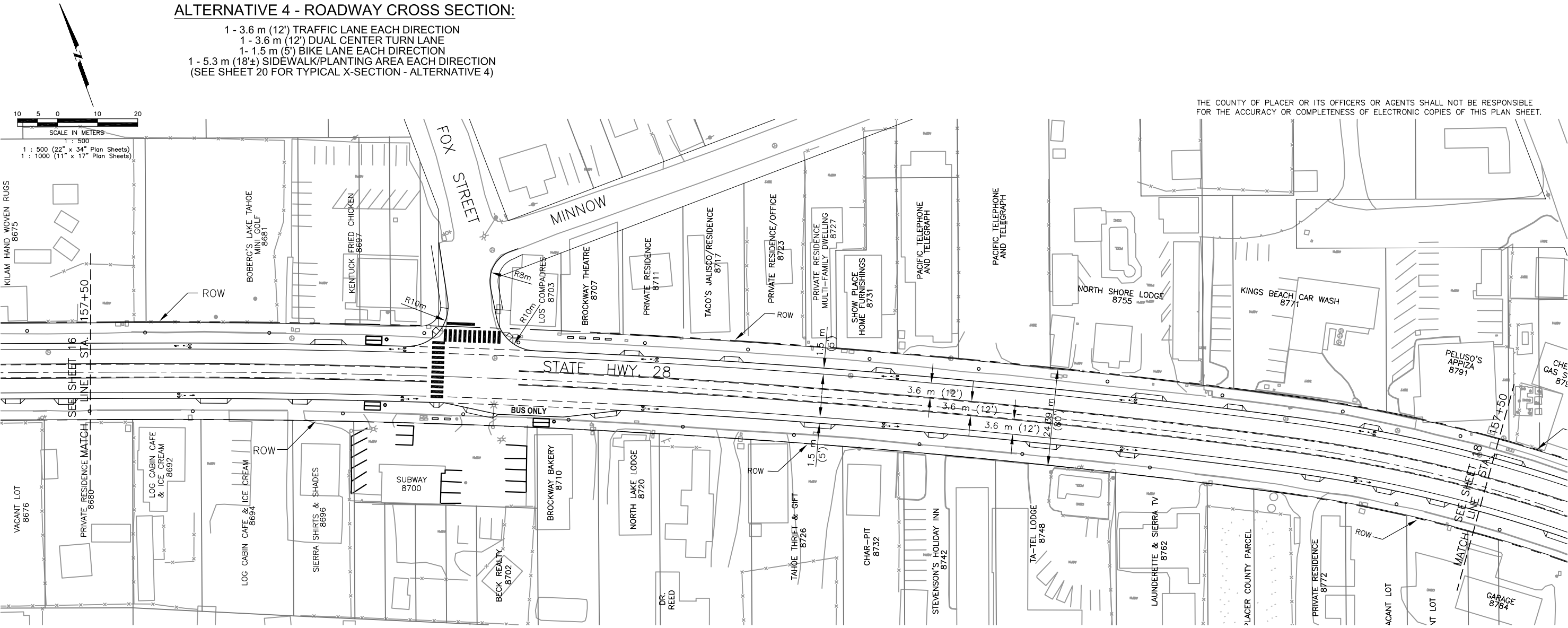


PLAN SCALE: 1:500  
PROFILE SCALE: 1:500  
HORIZ: 1:500  
VERT: 1:50

DESIGNED: JNB  
DRAWN: MAB  
CHECKED: JNB  
RECORD: JNB  
CONTRACT NO. 73108  
DATE: 3/1/06

ALTERNATIVE 4 - ROADWAY CROSS SECTION:

- 1 - 3.6 m (12') TRAFFIC LANE EACH DIRECTION
  - 1 - 3.6 m (12') DUAL CENTER TURN LANE
  - 1 - 1.5 m (5') BIKE LANE EACH DIRECTION
  - 1 - 5.3 m (18±) SIDEWALK/PLANTING AREA EACH DIRECTION
- (SEE SHEET 20 FOR TYPICAL X-SECTION - ALTERNATIVE 4)



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PLAN SCALE: 1:500  
PROFILE SCALE: 1:500  
HORIZ: 1:500  
VERT: 1:50

DATE: JNB  
DESIGNED: JNB  
DRAWN: MAB  
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RECORD DRAWING: JNB  
CONTRACT NO. 73108

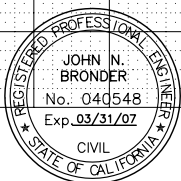
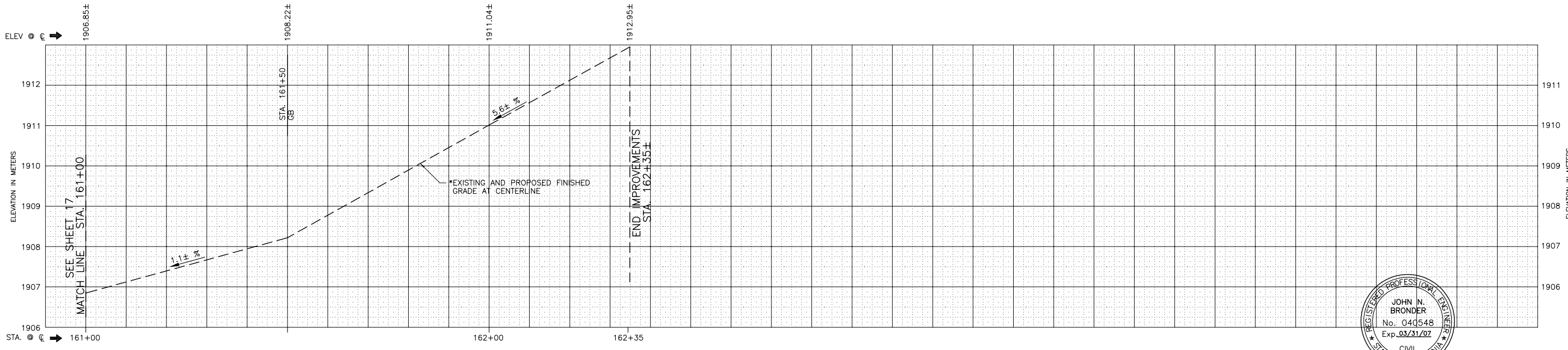
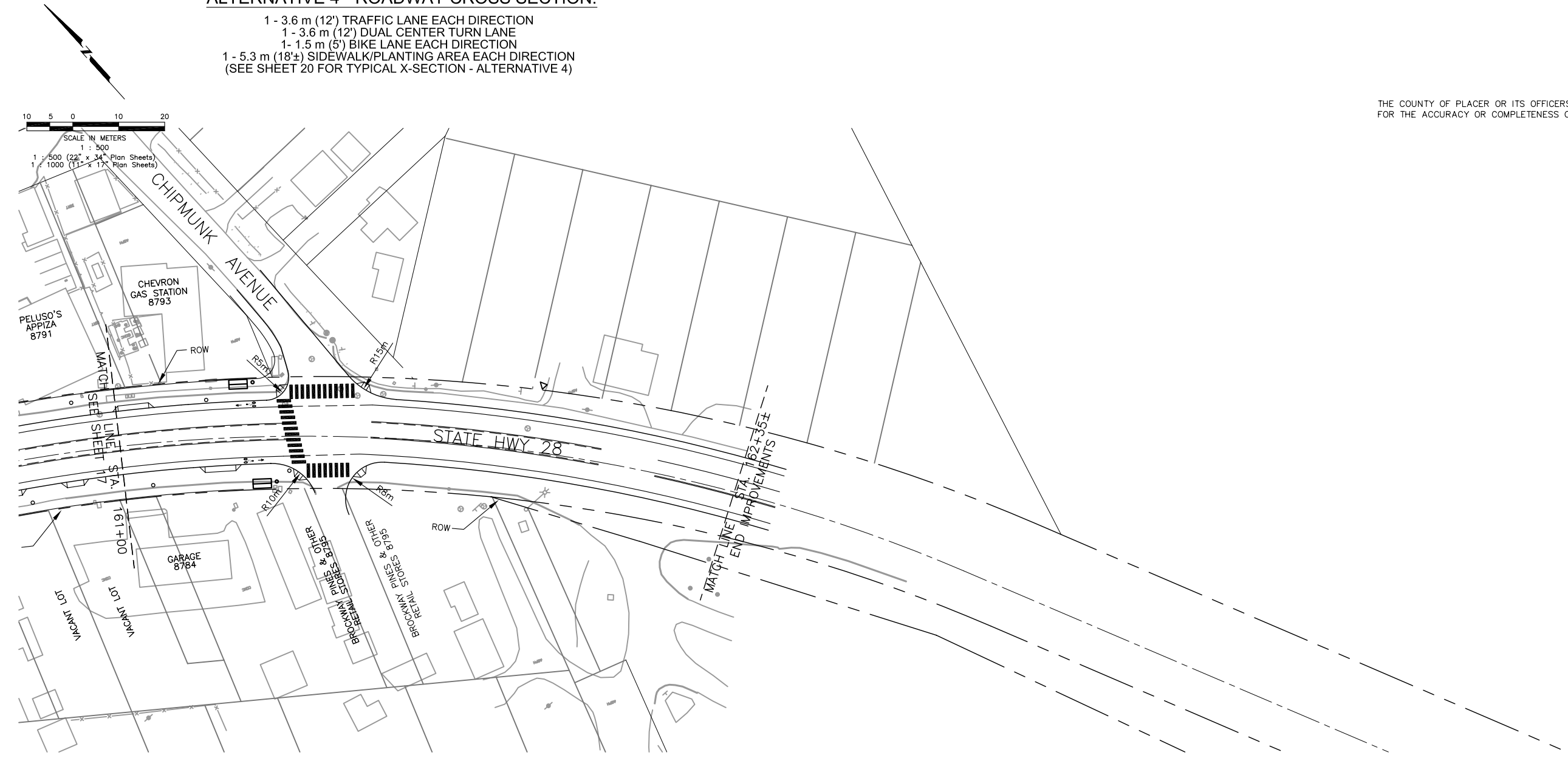
COUNTY OF PLACER  
DEPARTMENT OF PUBLIC WORKS  
KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT  
FEASIBILITY STUDY - ALTERNATIVE 4 - PLAN, PROFILE & STRIPING LAYOUT

SHEET NO. 17 OF 20

ALTERNATIVE 4 - ROADWAY CROSS SECTION:

- 1 - 3.6 m (12') TRAFFIC LANE EACH DIRECTION
  - 1 - 3.6 m (12') DUAL CENTER TURN LANE
  - 1 - 1.5 m (5') BIKE LANE EACH DIRECTION
  - 1 - 5.3 m (18±) SIDEWALK/PLANTING AREA EACH DIRECTION
- (SEE SHEET 20 FOR TYPICAL X-SECTION - ALTERNATIVE 4)

THE COUNTY OF PLACER OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.



PLAN SCALE: 1:500  
PROFILE SCALE:  
HORIZ: 1:500  
VERT: 1:50

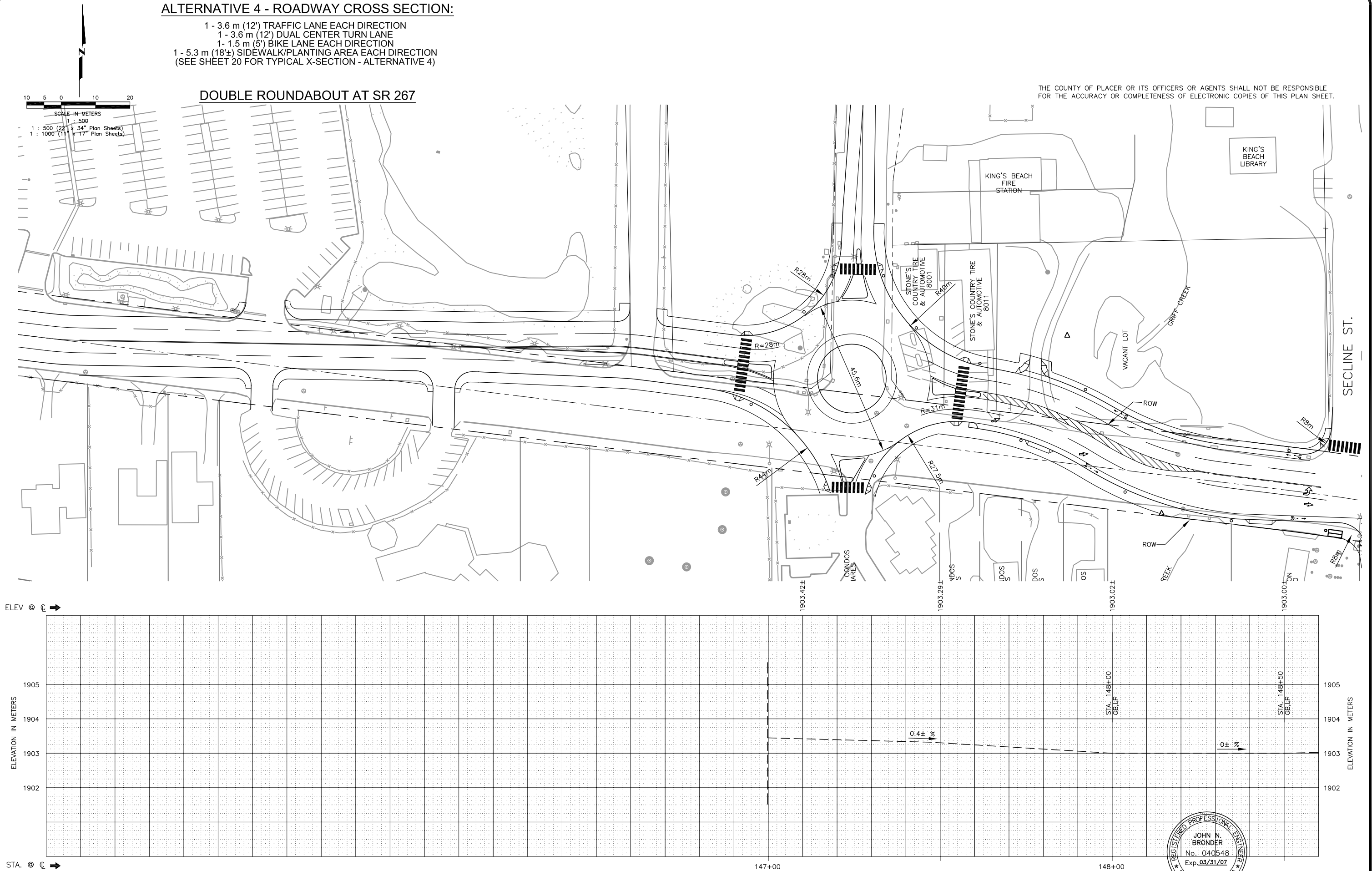
DATE: \_\_\_\_\_  
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DRAWN: MAB  
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RECORD: \_\_\_\_\_  
DRAWING: 73108

COUNTY OF PLACER  
DEPARTMENT OF PUBLIC WORKS  
KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT  
FEASIBILITY STUDY - ALTERNATIVE 4 - PLAN, PROFILE & STRIPING LAYOUT

SHEET NO.  
18  
OF  
20

1 - 3.6 m (12') TRAFFIC LANE EACH DIRECTION  
1 - 3.6 m (12') DUAL CENTER TURN LANE  
1 - 1.5 m (5') BIKE LANE EACH DIRECTION  
1 - 5.3 m (18') SIDEWALK/PLANTING AREA EACH DIRECTION  
(SEE SHEET 20 FOR TYPICAL X-SECTION - ALTERNATIVE 4)

THE COUNTY OF PLACER OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE  
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PROFILE SCALE:

HORIZ: 1:500

VERT: 1:50

CONTRACT NO.	DESIGNED:	JNB
	DRAWN:	MAB
73108	CHECKED:	JNB
	RECORD:	3/1/06
	DRAWING:	

# KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT

## FEASIBILITY STUDY - ALTERNATIVE 4 - PLAN, PROFILE & STRIPING LAYOUT

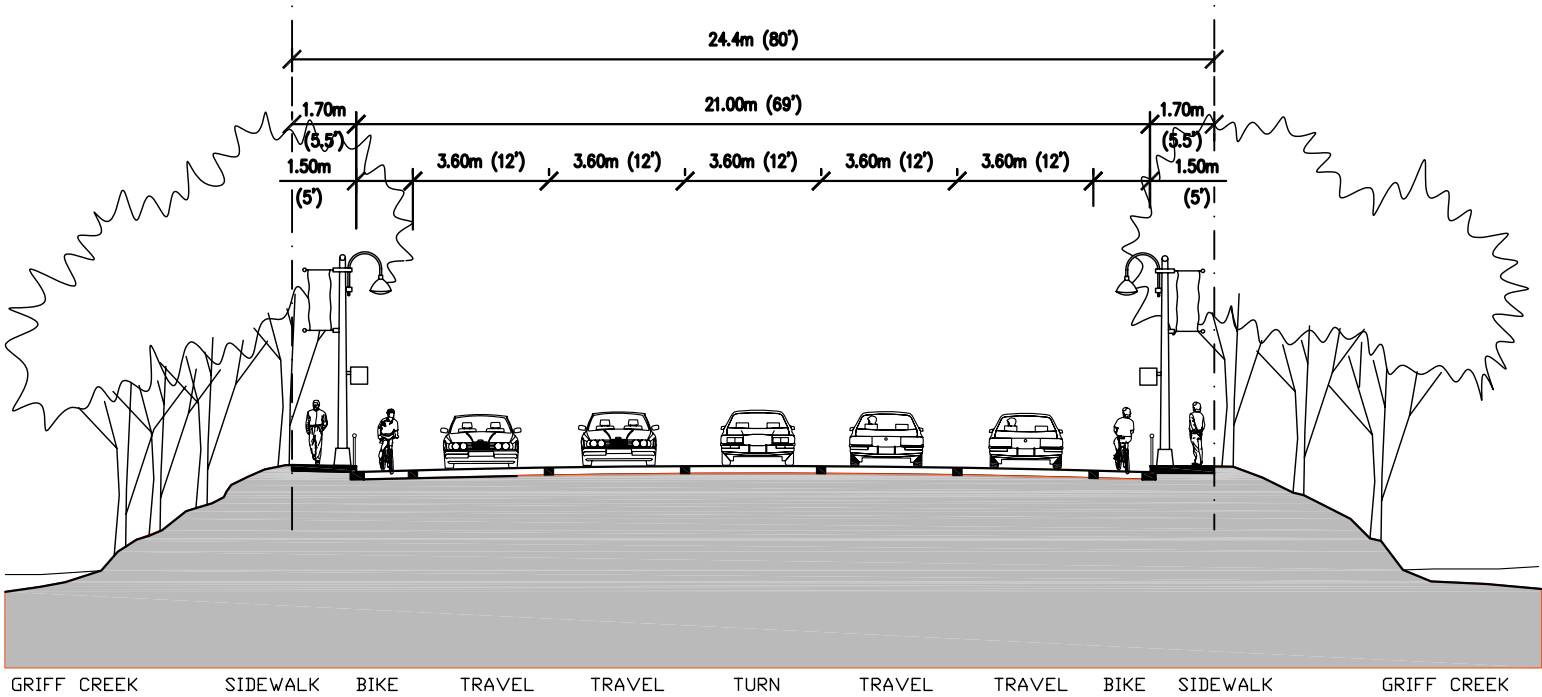


SHEET NO.  
19  
OF  
20

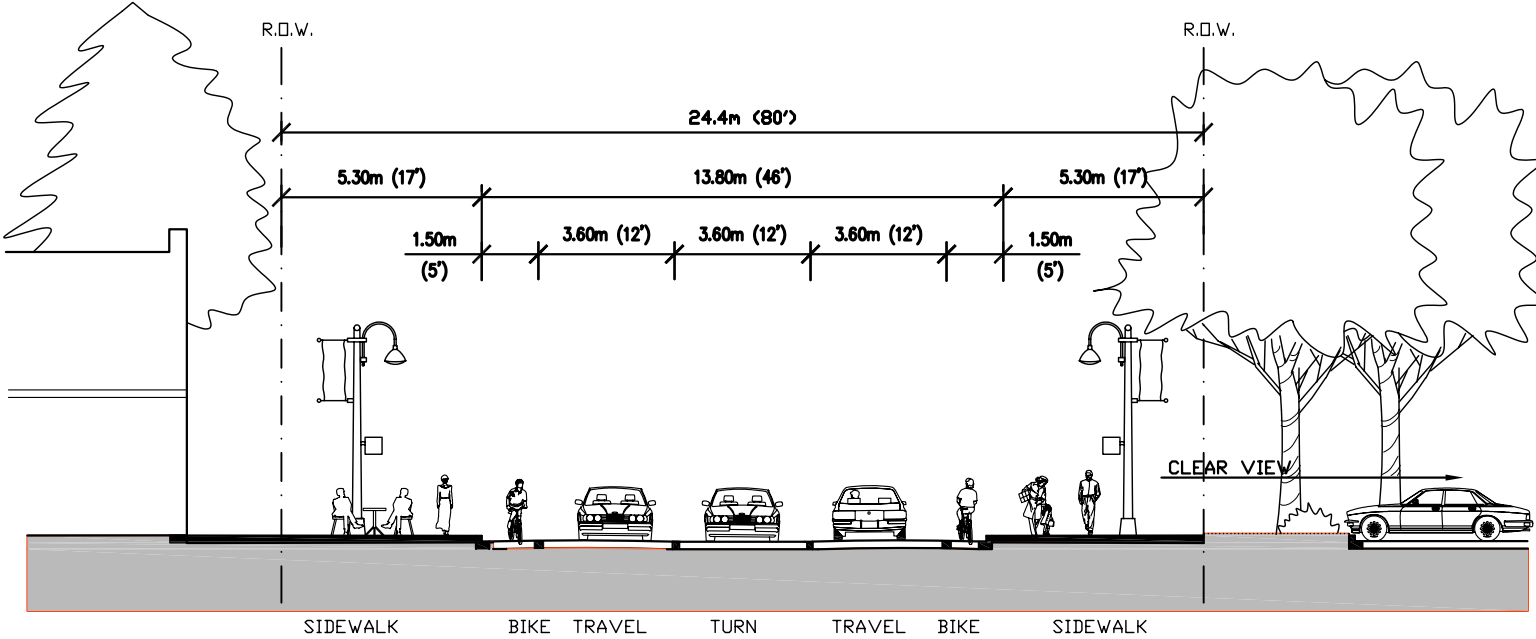
ALTERNATIVE 4 - ROADWAY CROSS SECTION:

- 1 - 3.6 m (12') TRAFFIC LANE EACH DIRECTION
- 1 - 3.6 m (12') DUAL CENTER TURN LANE
- 1 - 1.5 m (5') BIKE LANE EACH DIRECTION
- 1 - 5.3 m (18'±) SIDEWALK/PLANTING AREA EACH DIRECTION
- (SEE SHEET 20 FOR TYPICAL X-SECTION - ALTERNATIVE 4)

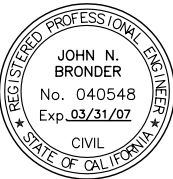
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**A** 3-LANE ALTERNATIVE 4 - 267 TO SECLINE  
1:100 (22"X34" PLAN SHEETS)  
1:200 (11"X17" PLAN SHEETS)



**B** 3-LANE ALTERNATIVE 4 - SECLINE TO CHIPMUNK  
1:100 (22"X34" PLAN SHEETS)  
1:200 (11"X17" PLAN SHEETS)



PLAN SCALE: 1:500  
PROFILE SCALE:  
HORIZ: 1:500  
VERT: 1:50

DATE: \_\_\_\_\_  
DESIGNED: JNB  
DRAWN: MAB  
CHECKED: JNB  
RECORD DRAWING:  
CONTRACT NO. 73108

DEPARTMENT OF PUBLIC WORKS  
COUNTY OF PLACER  
KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT  
FEASIBILITY STUDY - ALTERNATIVE 4 - PLAN, PROFILE & STRIPING LAYOUT

SHEET NO. 20 OF 20

# Chapter 3      Affected Environment

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## 3.1 Land Use Characteristics

The proposed project is located in Placer County on SR 28, beginning at the western edge of Kings Beach at the intersection of SR 267 and continuing east to the Chipmunk Street intersection. Situated at the northern rim of Lake Tahoe, the study area is made up of residential developments, subdivisions, commercial development, open space, forest land, and lake front areas. No cultivated farmlands are located within the project area or study area. The study area is bounded on the north by mountains and on the south by Lake Tahoe. The area west of the community is developed and includes the community of Tahoe Vista. To the east, a hilly peninsula and the Nevada state border bound the Town.

### 3.1.1 Major Land Uses

The proposed project area consists of a mix of commercial, recreation, and residential uses. Small- to medium-sized undeveloped parcels are interspersed with developed uses throughout the proposed project area. Additionally, the area includes Kings Beach State Recreation Area, operated by North Tahoe Public Utilities District (North Tahoe PUD), and Griff Creek. SR 28 is the main location for local businesses that include motels, restaurants, retail shops, and gas stations. Although developed, several parcels feature closed businesses, demolished buildings, and empty buildings for rent.

Land uses north of the proposed project area are primarily residential and include single- and multi-family units. The land in this area gradually begins to rise into the Sierra Nevada. Much of the land to the west of Chipmunk Street along SR 28 is flat and gently curved along the shoreline. To the east of Chipmunk Street, SR 28 begins to climb as it crosses into Nevada. Beyond Speckled Street, north of SR 28 and east of SR 267, the land is undeveloped and forested. The land to the east of Park Lane, along the eastern terminus of the project area, becomes more rugged and rises to a steep ridge that remains undeveloped and forested. As SR 28 progresses both east and west, land use remains consistently commercial and residential along the roadway.

### 3.1.2 Planning

Land use planning in the study area is governed by the Placer County General Plan, which comprises 10 elements. The general plan includes goals, standards, policies, implementation systems and objectives that guide growth and development in areas under the County's jurisdiction. The land use element, containing land use designations and policies guiding development in the study area was updated and revised in 1994. The existing land use plan for the Kings Beach area, found in the *Kings Beach Community Plan* was adopted by the Tahoe Regional Planning Agency and Placer County in 1996. Lands in the vicinity of the project area are generally designated for residential, commercial, and recreational uses (Kings Beach Community Plan 1996).

County and Community general plan policies relevant to the proposed project are described and evaluated in Chapter 4, *Environmental Consequences*.

Regional transportation planning for the area is conducted by the Tahoe Regional Planning Agency (TRPA). TRPA also assists in planning for land use, housing, noise, natural hazards, air quality, water quality, community design, and bicycle networks.

### **3.1.3 Land Suitable for Development and Development Trends**

The study area contains few parcels of undeveloped lots, none larger than a few acres. According to the Kings Beach Community Plan, an inventory of the downtown area in 1994 identified an approximate total of 180,000 sq. ft. of commercial floor space, 11,600 sq. ft. of professional office space, and 380 tourist accommodation units. The area was estimated to be 80 percent built out with few parcels of undeveloped acreage available. Additionally, 1.6 acres of land for use as residential, commercial, or multiple-use is available between Chipmunk and Beaver Streets.

The Kings Beach Community Plan identifies three Special Areas with individual development objectives. Special Area 1 is the downtown commercial area located along SR 28, with a land use classification of commercial/public service. Special Area 2 includes the east and west entries into the downtown area with an emphasis on commercial services for local residents. Residential uses, mainly single-family (one unit per parcel maximum) are also allowed. Special Area 3 is the State Beach area, and uses here are oriented toward outdoor recreation with limited commercial activity. The majority of the remaining area is designated as mixed residential, and goals are to upgrade existing structures and develop a more even density distribution.

## **3.2 Social Environment**

The proposed project area is contained within the Kings Beach Census Designated Place (CDP), a geographic designation devised by the U.S. Census Bureau for compilation of data for the portion of the 7-mile wide area that is contained on the north shore of Lake Tahoe, between the Nevada State line going west to the Tahoe Vista CDP. The Kings Beach CDP defines the study area used to describe the social environment of the project. The social environment includes the neighborhood, demographics, public services and circulation characteristics of the study area.

### **3.2.1 Community/Neighborhood Characteristics**

The proposed project area runs through the unincorporated community of Kings Beach, along North Lake Boulevard/SR 28 which parallels the north shore of Lake Tahoe. Single-family and multi-family homes are located on both sides of SR 28, but concentrated in the north side due to the proximity of the lake on the south. Kings Beach is mainly an older rustic community located immediately west of the Nevada-California state line. The community has many small, local-serving businesses along SR 28 and includes an elementary school, a fire dispatch unit, and a volunteer sheriff's department. Kings Beach State Recreation Area, a 700-ft public access beach, is also available to residents and visitors and is located off of SR 28. Residents use SR 28 to reach retail stores, medical services, and jobs located in the nearby cities of Incline Village,

and Tahoe City. Access to Truckee is found along SR 267, which intersects with SR 28 at the west end of the community.

### 3.2.2 Population Characteristics

According to the U.S. Census, the study area (Kings Beach CDP) had a population of approximately 4,307 in the year 2000, accounting for 1.7 percent of the 248,399 persons residing in the County. Between 1990 and 2000, the study area's population increased by 1,241 persons, or by 44.4 percent. This growth is consistent with the countywide increase of 75,603 persons (44 percent increase) in population during the same time.

No growth projections are available for the study area. According to projections prepared by Placer County (2005), the unincorporated area of the County designated as High Country, which includes the study area, is projected to grow at an annual rate slightly lower than 0.3 percent between 2000 and 2010. This rate is much lower than the annual growth rate of 3.7 percent for Kings Beach between 1990 and 2000.

As Table 3-1 shows, the demographics of the study area reflect a generally young population. Only a small number of senior citizens aged 65 or older reside in the area, accounting for only 3.4 percent of the population. By comparison, 13.1 percent of the countywide population is in this age group. Similarly, the median age of residents in the study area, 29.2, is substantially lower than the countywide median age of 38.0. The percentage of the population that is under age 18 (28.0 percent) remains similar, although slightly higher than that for the county (26.5 percent). The study area had a median household income of \$35,507 in 2000, which is significantly lower than the median incomes in Placer County and statewide (Table 3-1).

**Table 3-1. Selected Demographic Characteristics: 2000 Census**

Area	Population	Average Persons per Household	Median Age	Percent Under Age 18	Percent Age 65 or Older	Median Household Income
California	33,871,648	2.87	33.3	27.3	10.6	\$47,493
Placer County	248,399	2.63	38.0	26.5	13.1	\$57,535
Kings Beach	4,307	2.86	29.2	28.0	3.4	\$35,507

Source: U.S. Census Bureau 2000.

The racial characteristics of the study area, which are presented in Table 3-2, generally reflect a population that is largely white and Hispanic. With whites and Hispanics nearly equally distributed in the study area, 49.0 percent and 48.4 percent respectively, no other racial groups make up a significant portion of the area's population. While the study area is more similar in demographics to the state as a whole, it is markedly more diverse than the County, which is predominantly white. Persons of Hispanic or Latino heritage accounted for 48.0 percent of the study area's population in 2000, about five times greater than that of the County.

**Table 3-2. Racial Distribution of Area Populations: 2000 Census**

Area	White	Black or African American	American Indian or Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Other Race	Two or More Races	Hispanic or Latino of Any Race
California	46.7%	6.4%	0.5%	10.8%	0.3%	0.2%	2.7%	32.4%
Placer County	83.4%	0.8%	0.7%	2.9%	0.1%	0.1%	2.3%	9.7%
Kings Beach	49.0%	0.3%	0.7%	0.4%	0.0%	0.1%	1.0%	48.4%

Source: U.S. Census Bureau 2000.

Note: Percentages for each area total to greater than 100% because persons of Hispanic or Latino heritage may be considered members of other racial classifications.

### 3.2.3 Population Growth Policies

While in Placer County, growth in the study area is primarily guided by the policies set forth by the Tahoe Regional Planning Agency (TRPA). The TRPA sets Thresholds of Carrying Capacities for growth and development as an effort to preserve the environment. Population growth is not directly addressed, however other policies may affect this secondarily (Graves 2005).

### 3.2.4 Public Services and Facilities

#### **Utilities**

Electricity in the study area is provided by Pacific Gas & Electric Company (PG&E) and Sierra Pacific Power Company. Southwest Gas provides natural gas services to residents. Telephone service is provided by AT&T. North Tahoe Public Utility District (PUD) provides sewer, water and recreation services to the communities of the north shore of Lake Tahoe, including the study area. Tahoe Truckee Sierra Disposal provides solid waste collection and disposal in the study area. Solid waste is first taken to the Eastern Regional Landfill where recyclable materials are diverted. Non-recyclable materials are then transferred to the Lockwood Landfill near Reno, Nevada (Placer County 2005).

#### **Public Services**

SR 28 is used as a primary route by law enforcement, fire protection, and emergency service providers to reach calls within the study area.

The Placer County Sheriff's Department provides law enforcement in the study area. The Placer County Sheriff's Kings Beach Service Center is located 8645 North Lake Boulevard, which is along the project site. The Kings Beach Service Center is managed by one full-time employee and staffed primarily with volunteers from the community. California Highway Patrol (CHP) also patrols the area and has an office and dispatch center located approximately 13 miles away in Truckee (Placer County Sheriff).

The North Tahoe Fire Protection District (NTFPD) provides fire protection and emergency ambulance services for the study area. NTFPD provides all risk emergency response through five stations and 50 employees and covers approximately 31 square miles from east of Donner Summit to and including the communities of western Nevada. Headquarters for NTFPD are

located in Tahoe City with the station closest to the study area located off the intersection of SR 267 and SR 28, less than one block north of the eastern limits of the project. While NTFPD has automated aid agreements with bordering Districts, NTFPD is capable of responding to wildland fires, structural fires, backcountry/ technical rescue, swift water rescue, and hazardous materials mitigation. Medical emergency services are also provided and patients may be treated by emergency medical technicians (EMTs) or taken by ambulance to Tahoe Forest Hospital in Truckee or the Incline Village Health Center (Dillon, 2005 pers. comm.).

### **3.2.5 Circulation/Access**

Regional access to Kings Beach from the east and west is primarily provided by SR 28/North Lake Boulevard. SR 267 terminates at SR 28 at the westernmost edge of Kings Beach and provides access from Truckee. SR 28 /North Lake Boulevard can also be accessed from Interstate 89 and Highway 50, both south of the study area. Other roadways that terminate on SR 28 include Secline Street, Deer Street, Trout Avenue, Bear Street, Brook Street, Coon Street, Salmon Street, Fox Street, Minnow Street, and Chipmunk Street (see Figure 2-1).

Major study area access and circulation are provided by SR 28, which is the route primarily used by residents of Kings Beach to reach local businesses as well as the nearby cities of Incline Village and Tahoe City for shopping, services, and jobs. As the only roadway linking Kings Beach to other cities, SR 28 is an important evacuation route in case of fire or other emergencies, and is a key access route for emergency service providers. Immediately west of the study area, SR 28 intersects with SR 267, connecting residents to key job locations elsewhere, such as Truckee.

### **3.2.6 Parking**

A comprehensive study of parking supply and demand in the study area was conducted in 2000 by LSC Transportation Consultants, Inc. (LSC 2000). This study focused on an area within one block of SR 28 between SR 267 and Chipmunk Street. Parking conditions in the study area can currently be summarized as follows:

Excluding informal parking in vacant lots and disabled-only spaces, there are approximately 1,968 parking spaces in the study area. As much of the existing parking is not formally striped, some of this parking capacity has been estimated based upon typical parking patterns during peak periods. Of this total, 1,530 are private spaces in developed lots, 202 are along the SR 28 right-of-way, and 236 are along the side streets. Of the 1,530 private spaces, 666 are associated with lodging or residential uses, and the remaining 864 are associated with commercial or public uses. In total, 1,302 spaces are available for commercial/public parking (excluding lodging and residential) on the streets or in private lots.

A comprehensive survey of parking utilization throughout the study area was conducted on Friday, August 24, 1999. This data was then factored up (based upon traffic counts on the peak day and on the day of the counts) to reflect parking conditions in a peak Saturday in August. The total number of parked vehicles in the area overall reached a maximum of 1,039 between noon and 2:00 P.M., reflecting an overall peak utilization of 53 percent. Parked vehicles exceeded the parking supply in the subarea along the south side of SR 28 between Deer and Coon Streets,